

1/6 EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

Full, Illustrated Reports of
THE R.A.C. TOURIST TROPHY
RACE AND THE ITALIAN
GRAND PRIX

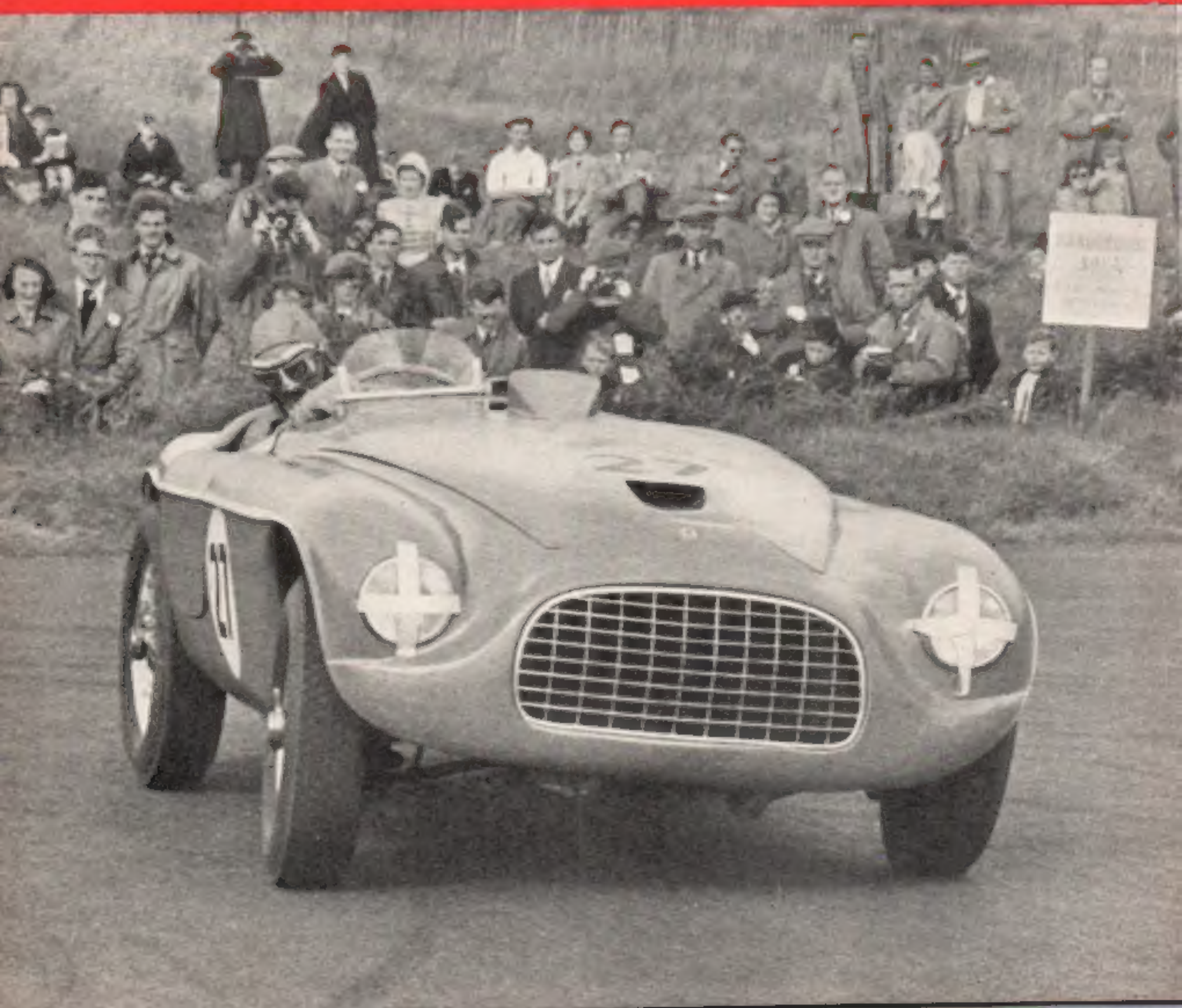
BRITISH CAR WINS TARGA
FLORIO


THE ALTCAR SPEED TRIALS

THE LONDON RALLY

John Bolster — Russell Lowry
F. Wilson McComb

Vol. 3. No. 12.
September 21, 1951





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TOURIST TROPHY RACES
1951



1st Stirling Moss

JAGUAR

2nd Peter Walker

JAGUAR

3rd Bob Gerard

FRAZER-NASH

(Subject to Official Confirmation)

*The World's
Master Tyre*



Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

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Vol. 3. No. 12

September 21, 1951

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NOTICES

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EDITORIAL

THE failure of the two B.R.M.s to come to the starting line at Monza was a bitter disappointment to the vast Italian crowd which had eagerly anticipated the appearance of Britain's G.P. challengers. Mechanical trouble developed on the very morning of race day, proving once again that tootling round an airfield circuit in England is about as effective as trying out a contender for the world's water speed record on the Serpentine, Hyde Park.

There was also the question of drivers for the cars. Ken Richardson, who was nominated by B.R.M. to be Reg Parnell's team-mate, was not permitted to start in the race by the R.A.C. Officials of the ruling body in Great Britain were doubtful whether or not Richardson had the necessary race experience to take part in a *grande epreuve*. For some extraordinary reason B.R.M. decided to ask Hans Stuck to qualify a car with a view to taking it over for the Grand Prix.

The decision to ask the veteran Austrian driver could scarcely have resulted in rousing British cheers. With experienced British drivers such as Peter Whitehead on the spot, it was felt that a move should have been made to ask Pete to qualify a car, and stand down his own 1½-litre Ferrari entry if the need should arise. It is more than certain that Whitehead would have done everything in his power to help out Raymond Mays and Peter Berthon in what was obviously a quandary.

Stuck is a man with a vast experience of every possible type of racing-car, but nowadays he can no longer be regarded as being amongst the top-flight of G.P. drivers. The move to ask him to take over a B.R.M. can only be described as one of extreme panic.

Once again the patient British motor-racing public will ask: "What is wrong with the B.R.M.?" The answer to that is surely that this very ambitious project still has not the organizing facilities available to cope with the running of a team of Grand Prix cars. It is not possible to lift up a telephone and order parts to be delivered right away. In the event of the breakage of a main component, it may be weeks and even months before the required part (or parts) is delivered to Bourne.

The lack of a driving force behind B.R.M. is sadly felt. As we stated in the past, what is required urgently is a dictator who will be responsible for ensuring that nothing is allowed to stand in the way of the future of this unhappy motor-car.

OUR COVER PICTURE

ULSTERMAN: W. R. ("Robbie") Baird corners with zest at the Hairpin in last Saturday's T.T. race at Dundrod. He is driving Jean Lucas's 2.6-litre Ferrari with which he won the 2 to 3-litre class at 79.28 m.p.h.



THE BIG STUFF: Leslie Johnson momentarily leads Stirling Moss and Peter Walker, all in XK120C Jaguars, with Jack Fairman and J. B. Swift in close attendance with production XK120s.

SECOND

**Jaguars set up new
—“America” Ferrari**

AT Dundrod last Saturday, Stirling Moss, 21, completely unassuming, and the finest driver which England has produced for years, proved once again his outstanding ability by winning the 1951 R.A.C. Tourist Trophy at 83.55 m.p.h., after breaking the lap record repeatedly. This being his second T.T. victory, Moss's name may now be bracketed with those of Tazio Nuvolari, Freddie Dixon and Charlie Dodson—the only other drivers to achieve this signal honour. The Le Mans-winning XK120C Jaguars ran magnificently, and Peter Walker repeated the tactics which he and Whitehead employed successfully in the 24-hour event to take second place at 82.57 m.p.h., but although they won the team prize, the Jaguars were deprived of a 1-2-3 victory by veteran Bob Gerard, whose 2-litre Frazer-Nash again took third position, this time at 79.16 m.p.h.

The fastest lap of the race was provided by Tony Rolt, at the wheel of Leslie Johnson's Jaguar, and it is an astonishing thought that his 86.40 m.p.h. will bear comparison with the 94.00 m.p.h. of Giuseppe Farina, driving a Type 159 Formula 1 G.P. Alfa Romeo in

the 1951 Ulster Trophy. Had Rolt, who also set up the fastest practice lap, driven throughout instead of taking over from Johnson at half-distance, there is little doubt that Gerard, at least, would have lost his place to this superb driver. As for the Aston Martins, when Macklin's new D.B.3 model unexpectedly retired the team was unable to cope with either the Jaguars or the Frazer-Nashes, and an exhibition of beautiful driving by Belfastman Robbie Baird, in Jean Lucas's 2.6-litre Ferrari, wrested the class victory from them.

DURING the two practice days, surprises and disappointments were many. The Bavarian driver, Baron de Barry, was unable to arrive in time for practice, thus depriving the local enthusiasts of their first opportunity to see the famous Simca-Gordini. Tom Cole (Allard) and L. Cosh (Jaguar) were also unable to come, and Pritchard Lovell nominated Morgan-driver J. H. Sparrowe as the driver of his M.G., as G. R. Hartwell was detained by the illness of his wife. In the absence of Cole, Ken Watkins joined Allard (Chrysler engine) and Peter Collins (Cadillac) in the official Allard team, with his privately owned Ardun-head car. Joe Kelly, of Dublin, did not receive his new Aston-Martin in time, owing to the strike at the A.M. factory, but the five remaining cars included the ultra-light Le Mans models of Abecassis and Shawe-Taylor,

with signalling light in the rear quarter, and, most exciting of all, the new D.B.3. This sports car, designed by the renowned Eberan von Eberhorst of Auto Union fame, carries the well-proved "Vantage" engine in a tubular chassis with torsion-bar, trailing-link i.f.s., de Dion rear suspension, and a five-speed gearbox.

The New D.B.3 Aston

Driven by Lance Macklin, who was suffering from a broken toe contracted in a tussle with his own motor-launch, this fascinating vehicle gave some indication of its ability by lapping at 81.90 m.p.h. in practice. W. R. Baird's 4.1-litre Ferrari "America", which had recorded 73.54 m.p.h., became a non-starter when, in the hands of Mick Hawthorn, the nose pulled out of the differential assembly, whereupon a most involved Ferrari mix-up ensued. Hawthorn having completed only one lap before the breakage, he did not qualify to act as reserve to Baird in place of Luigi Chinetti, who had been previously nominated because Customs troubles had prevented the arrival of his own 2-litre Ferrari, but was not accepted because he did not present himself for medical examination. It looked as if Baird would not have a drive in any case, because the "America" could not be repaired in time, until 21-year-old Mondial motor-cycle rider Pietro Palmieri, who had taken over Lucas's

car (Lucas having been called home to a strike in his sardine-canning factory), decided not to drive after a nasty crash returning from Thursday's practice. The 2.6 Ferrari, which had overturned and suffered extensive damage, was repaired by Baird's mechanics. Baird was given permission to drive it, and the problem was solved.

Race Day—and the Start . . .

At last, on Saturday, at 2.00 p.m., comes the start—and what a start! Because of the new handicapping system, the Le Mans arrangement in which all the drivers sprint across the road and enter their cars cannot be employed. Instead, they sit in the driving seats, and press the starter at the fall of the flag, being sent off in bunches according to their time allowances and credit laps. First off are the Jowetts and Lester-M.G.s, then, 15 seconds later, Ken Watkins's Allard. After a painfully tense pause of one minute, Eddie Hall's 4.1 Ferrari is sent off, that veteran of many T.T. races showing the strain in his face as he waits. Another 15 seconds, and off go the other Allards; another minute, and the Frazer-Nashes leave—it is all unbelievably exciting, and the 37 starters are all well away before the first cars come round again.

wuffling past at a mere 80 m.p.h. with a very "two-stroke" note, despite his torsion-bar-operated o.h.v. But, besides the Jaguars, Gerard is also pressing on, and Belfastman Ernie Robb, who spends half his spare time protesting that he is too old for motoring, and the other half winning most local events, is driving Donald Pitt's 'Nash like a demon, lying only two seconds behind Gerard on handicap. The other Belfast driver, W. R. Baird, is cornering faster every lap, and obviously enjoying his drive in the smaller Ferrari. Before the end of the first hour, a number of things have happened almost at once. Moss and Walker each lap at 83.43 m.p.h.—yet another record!—and young Stirling goes on to lower his time twice again. Gerard and Robb pull up closer to Gatsonides and Jackie Reece (Cooper-M.G.), who are leading on the road, then Gatsonides stops at his pit, jumps out, and shakes his front wheels furiously. Finding them still firm—actually unbalanced wheels had been fitted by mistake—he jumps in again and drives on. Ten minutes later comes the first retirement—AUTOSPORT's George Phillips, whose M.G. has overheated because of a slipping clutch.

Now Robb has passed Gerard, and is lying fourth behind Walker on handicap.

Macklin, far ahead of the saloon Astons, is closing in on the Frazer-Nashes, but Gatsonides, who scarcely seems to slow up for the corners, is still three laps ahead of his nearest challenger. Harry Lester breaks a valve rocker at Wheeler's Corner, and misfires slowly round to the paddock to retire. A few minutes later the other Lester-M.G., driven by Mayers, retires with bearing trouble. Moss adds another m.p.h. to the lap record, and the pace begins to tell. Dubliner Lyal Collen brings in a steaming M.G. for fuel, oil and water, but the car refuses to restart. Changing plugs makes no difference, and it becomes obvious that a gasket has blown. Gerard repasses Robb and, to add to the excitement, Macklin comes in with a trailing exhaust pipe. Some minutes later, with rough repairs effected, he continues.

Walker Clocks 125.8 m.p.h.

On the 19th lap, Peter Walker has clocked 125.8 m.p.h. over the kilo., Moss 124.7 m.p.h., and Baird 121.2 m.p.h. Fastest of the saloon Aston Martins is that driven by George Abecassis, with the others retaining numerical order behind—Shawe-Taylor, Eric Thompson, and Peter Clark. Donald Pitt takes over from Robb, and sets off determined to retain the strong position which Ernie has achieved. Tommy Wisdom calls at the pits to have a misfire in the Jowett Jupiter investigated and leaves after a few minutes, only to stop several times again. Old-timer Bert Hadley is well out in front of the other Jowetts, and Peter Collina's Allard loses its crown-wheel at the hairpin. Still the pace rises, and J. B. Swift's privately-

"T.T." WIN FOR MOSS

**Gerard (Frazer-Nash) third again
eliminated—Baird (2.6 Ferrari) beats the Astons**

Before the end of the first lap, disturbing news comes through to the pit area—Hall has crashed at Budore and badly damaged the "America", but is luckily almost unhurt himself. Lap-scorers notice with growing concern that Eric Winterbottom (Frazer-Nash) is long overdue, but no announcement concerning his absence is made. On the second lap, Moss makes the first of a series of new record times with a speed of 82.91 m.p.h., whilst Macklin winds the DB3 up to 113 m.p.h. on the measured kilometre. At the end of the first half-hour, Gatsonides is still well ahead in the limit car, Trouis's D.B.-Panhard, and the little blue machine sounds very healthy, practice troubles with a faulty condenser now obviously rectified. Moss, however, has made an improvement of 83 secs. on handicap, and Macklin is only 20 secs. behind.

The early period of a handicap race on a seven-mile circuit, when credit laps confuse the issue and it is not easy to see the real race position, is not often very thrilling, and this T.T. is no exception, the average spectator being a little bewildered when informed that the leader on the road is Gatsonides.

MASTERY: Stirling Moss now joins the elite ranks of double "T.T." winners. He is here sliding out of the Hairpin in the victorious XK120 Jaguar.



September 21, 1951



owned XK120 wallows a bank. He comes in to change a buckled wheel, and, other damage being feared, the scrutineers are called to his pit. After some delay in finding them, he leaves again, but officials keep a careful eye on the car. Baird spins round at Quarterland, striking the tail on a bank. He also calls in to examine his wheels, and takes the opportunity to refuel. Then the other XK Jaguar, Fairman's, comes in with dented body and a buckled wheel. The fashionable chassis-jack is produced, the offside rear wheel removed, and a long period spent investigating an odd transmission noise.

Macklin Slows

It is now 4.0 p.m., and the race is more than half over. Moss, absolutely steady and "running on rails" as always, has an unassailable lead on handicap, with Walker and Gerard second and third, for Macklin has slowed considerably. Baird's name appears on the leader board in fourth place, then Abecassis, and Pitt behind the Aston Martin. Allard and Watkins make neat stops for fuel, Rolt takes over from Leslie Johnson, and Moss puts another lap record in the bag—85.02 m.p.h. Sparrowe and Dick Jacobs have a private duel in their M.G.s, then André Loens takes the wheel from Sparrowe, and the duel continues.

More activity at the pits; Allard retires after breaking a half-shaft in hitting a bank, leaving only Watkins still running. Wisdom makes another lengthy stop, M.G.s and 'Nashes refuel, Trouis takes over from Gatsonides, and Peter Reece from Jack Reece. Macklin has come in and retired after a look under the bonnet. It is reported that the exhaust system has broken up, although the exhaust note is unchanged. The leadership is still the same; but Moss and his XK120C, surely the most beautiful of sports-cars, are now in the lead on the road. Tony Rolt is absolutely flying to catch Gerard, and has recorded 127.2 m.p.h. over the kilometre.

Abecassis Retires

At 5.0 p.m. the order is Moss, Walker, Gerard, Pitt, Abecassis, Shawe-Taylor, but Abecassis retires with transmission trouble. Baird, making no more mistakes, passes Shawe-Taylor, but attention now turns to this man Rolt, who pulls out a lap at 85.57 m.p.h., passes both the Aston Martin and the Ferrari, and goes on to register 86.40 m.p.h.—fastest of the race, and a new record. Baird puts on a spurt and also passes Pitt, being credited with fifth place at this stage. Fairman (Jaguar) crashes into the bank at Leathamstown and is slightly



THE CLASSES GET AWAY: (Top) Lee's Connaught heads a mass of "Replica" Frazer-Nashes in the 2-litre class. (Centre) "1,500s"—Four Jowett Jupiters and one Lester-M.G. on the line. (Below) M.G.s and Cooper-M.G. —Dick Jacobs leads Ted Lund and McAldin, all in TDs.



★
D.B.-PANHARD:
 George Trouis's little French 747 c.c. Panhard-engined D.B. ran extremely well, but was overwhelmed by the backmarkers. Driver here is the Dutchman, Gatsonides, accelerating out of the Hairpin.
 ★

hurt. It seems that another driver had struck the verge on his way round, dislodging pieces of turf and soil. Fairman came round in his customary drift, hit the loose stuff on the road, and, in rapid sequence, the bank itself. Bad luck after a good drive, although the car suffered little damage. Walker covers the kilometre at 128.2 m.p.h., Moss at 127.2 m.p.h., and Rolt at 126.1 m.p.h. Baird's Ferrari is 11.4 m.p.h. faster than Gerard's 'Nash.

Checkered Flag

Quite suddenly, it seems, the race is over. Once again a green Jaguar bearing number 7, and driven by Stirling Moss, has won the R.A.C. Tourist Trophy. Peter Walker, 2½ mins. behind, has brought his Jaguar in to a steady second, and Bob Gerard has taken third place for the second time. Then, in the quiet period following the presentation of the laurels, comes sad news. Eric Winterbottom, who had crashed in his Frazer-Nash at Wheeler's Corner on the first lap, has died from his injuries. It had been a fine race, but every competitor there, and others ranging from close friends to complete strangers, felt keenly the death of this popular driver.

F. WILSON McCOMB.

RESULTS

General Classification

1. Stirling Moss (3,442 Jaguar), 43 laps in 3 hrs. 42 mins. 6.4 secs., 83.55 m.p.h.
2. Peter Walker (3,442 Jaguar), 43 laps in 3 hrs. 44 mins. 41 secs., 82.57 m.p.h.
3. F. R. Gerard (1,971 Frazer-Nash), 43 laps in 3 hrs. 47 mins. 20 secs., 79.16 m.p.h.
4. L. G. Johnson/A. P. R. Rolt (3,442

Jaguar), 42 laps in 3 hrs. 42 mins. 39 secs., 81.31 m.p.h.

5. D. C. Pitt/C. E. Robb (1,971 Frazer-Nash), 42 laps in 3 hrs. 44 mins. 31 secs., 78.16 m.p.h.

6. W. R. Baird (2,562 Ferrari), 42 laps in 3 hrs. 44 mins. 43 secs., 79.28 m.p.h.

7. B. Shawe-Taylor (2,580 Aston Martin) 42 laps in 3 hrs. 45 mins. 4 secs., 79.15 m.p.h.
8. E. Thompson (2,580 Aston Martin) 41 laps in 3 hrs. 42 mins. 26 secs., 78.06 m.p.h.
9. R. F. Peacock (1,971 Frazer-Nash) 41 laps in 3 hrs. 46 mins. 18 secs., 75.55 m.p.h.
10. P. C. T. Clark (2,580 Aston Martin) 40 laps in 3 hrs. 44 mins. 3 secs., 75.44 m.p.h.
11. N. R. Culpin (1,971 Frazer-Nash) 40 laps in 3 hrs. 46 mins. 0 secs., 73.66 m.p.h.
12. D. A. Clarke (1,971 Frazer-Nash) 39 laps in 3 hrs. 42 mins. 20 secs., 72.86 m.p.h.
13. G. Trouis/Gatsonides (747 D.B.-Panhard) 39 laps in 3 hrs. 44 mins. 57 secs., 62.93 m.p.h.
14. J. Buncombe (2,443 Healey) 38 laps

in 3 hrs. 44 mins. 59 secs., 70.71 m.p.h.

15. J. B. Swift (3,442 Jaguar) 38 laps in 3 hrs. 45 mins. 42 secs., 72.92 m.p.h.
16. K. Watkins (3,917 Allard-Ardun) 38 laps in 3 hrs. 45 mins. 58 secs., 72.94 m.p.h.
17. J. G. and P. Reece (1,250 Cooper-M.G.) 38 laps in 3 hrs. 46 mins. 26 secs., 67.63 m.p.h.
18. H. L. Hadley (1,486 Jowett Jupiter) 38 laps in 3 hrs. 46 mins. 40 secs., 68.71 m.p.h.
19. T. C. Wise (1,486 Jowett Jupiter) 38 laps in 3 hrs. 47 mins. 3 secs., 68.59 m.p.h.
20. J. H. Sparrowe/A. Loens (1,250 M.G.) 37 laps in 3 hrs. 44 mins. 25 secs., 66.24 m.p.h.
21. R. W. Jacobs (1,250 M.G.) 37 laps in 3 hrs. 47 mins. 46 secs., 65.26 m.p.h.
22. E. W. K. Lund (1,250 M.G.) 36 laps in 3 hrs. 43 mins. 5 secs., 64.62 m.p.h.
23. B. McAlidin (1,250 M.G.) 36 laps in 3 hrs. 47 mins. 29 secs., 63.36 m.p.h.
24. W. J. Skelly (1,486 Jowett Jupiter) 35 laps in 3 hrs. 48 mins. 27 secs., 62.33 m.p.h.

Still Running: T. H. Wisdom (1,486 Jowett Jupiter) completed 33 laps.

(Results continued overleaf)



D.B.3: Lance Macklin in the new open model Aston Martin with "Vantage" engine, tubular chassis, torsion bar i.f.s. and de Dion rear axle. The D.B.3 went very fast before a broken exhaust system ended its run.

T.T. Results—continued.

INTERNATIONAL CLASS AWARDS

Class F (1,101-1,500 c.c.)

1, H. L. Hadley (Jowett Jupiter), 68.71 m.p.h. (Target speed 74.625 m.p.h., 3 credit laps). 2, T. C. Wise (Jowett Jupiter), 68.59 m.p.h. (74.625, 3). 3, J. G./ P. Reece (Cooper-M.G.), 67.63 m.p.h. (73.2, 4).

Class E (1,501-2,000 c.c.)

1, F. R. Gerard (Frazer-Nash), 79.16 m.p.h. (75.0, 3). 2, D. C. Pitt/C. E. Robb (Frazer-Nash), 78.16 m.p.h. (75.0, 3). 3, R. F. Peacock (Frazer-Nash), 75.55 (75.0, 3).

Class D (2,001-3,000 c.c.)

1, W. R. Baird (Ferrari), 79.28 m.p.h. (76.125, 3). 2, B. Shawe-Taylor (Aston Martin), 79.15 m.p.h. (76.125, 3). 3, E. Thompson (Aston Martin), 78.06 m.p.h. (76.125, 3).

Class C (over 3,000 c.c.)

1, S. Moss (Jaguar), 83.55 m.p.h. (77.25, 2). 2, P. D. Walker (Jaguar), 82.57 m.p.h. (77.25, 2). 3, L. G. Johnson/ A. P. R. Rolt (Jaguar), 81.31 m.p.h. (77.25, 2).

Special Award for car covering greatest distance at highest speed: S. Moss (Jaguar), 318 miles 1,356 yards at 83.55 m.p.h.

S.M.M. and T. Team Award: Jaguar Cars Ltd. (Moss, Walker, Johnson/Rolt).



TWO TDs Dick Jacobs leads J. H. Sparrowe out of the Hairpin.

SPORTS-NEWS

THE TOUR DE FRANCE

Grand Slam for Ferraris—Jaguar, Porsche and Renault Class Wins

SUCCESS in a final speed test on a selected stretch of the Nice-Grande Corniche mountain road clinched a victory for Frenchmen

Pierre Pagnibon and Alfred Barraquet with their 2½-litre Ferrari in the 12-day Tour de France, which ended on 11th September.

Covering a distance of some 3,275 miles, and running right through France, the event, one of the most ambitious yet organized, proved highly successful. Ferraris filled first three places, while French-owned Jaguars finished in fifth, eighth, ninth and 12th places in

general order. Of the few British entries, the Nash-Healey driven by Geoffrey Healey and T. Kenny, went out early on after a crash, but Nigel Mann and co-driver Morris-Goodall finished the Tour in 16th place with their DB2 Aston Martin.

The Hache/Crespin Jaguar won the over 3-litre class, whilst the Porsche driven by Picard and Farge, 1,500 c.c. class winners, put up a fine performance in finishing fourth in general classification.

Results

General Classification: 1, Pagnibon/Barraquet (2,562 Ferrari). 2, Péron/Bertramnier (2,562 Ferrari). 3, Chioacchi/Schell (2,562 Ferrari). 4, Picard/Farge (1,286 Porsche). 5, Hache/Crespin (3,442 Jaguar). 6, M. and Mme. Batti (1,095 Fiat). 7, M. and Mme. Sandt (747 Renault). 8, Simone/Schlee (3,442 Jaguar). 9, Estager/Gibson (3,442 Jaguar). 10, Orsetti/Mariani (1,273 Simca). 11, Poudronx/Quincien (1,960 Citroën). 12, Descolonges/Gignoux (3,442 Jaguar). Seventy-seven finishers. Nigel Mann/Mortimer Morris-Goodall (2,500 Aston Martin) finished 16th.

Over 3-litre Class: 1, Hache/Crespin (3,442 Jaguar). 2, Simone/Schlee (3,442 Jaguar). 3, Descolonges/Gignoux (3,442 Jaguar).

1,501 to 3,000 c.c.: 1, Pagnibon/Barraquet (2,562 Ferrari). 2, Péron/Bertramnier (2,562 Ferrari). 3, Chioacchi/Schell (2,562 Ferrari).

751 to 1,500 c.c.: 1, Picard/Farge (1,286 Porsche). 2, M. and Mme. Batti (1,095 Fiat). 3, Orsetti/Mariani (1,273 Simca).

Up to 750 c.c.: 1, M. and Mme. Sandt (747 Renault). 2, Landon/Moser (747 Renault). 3, Redele/Hammersley (747 Renault).

Coupe des Dames: 1, Mme. and Mdlle. Hammersley (1,290 Peugeot).

GRAND TOUR: The Péron-Bertramnier 2,562 c.c. Ferrari coupé which finished second in the 12-day Tour de France.



B.R.M. ENTRY FOR GOODWOOD

ENTRIES already promised for the B.A.R.C. International Race Meeting at Goodwood on 29th September include one B.R.M., driver unspecified, Giuseppe Farina, car unspecified, but it may be an Alfa Romeo. Alberto Ascari with the Thin Wall Ferrari, and Stirling Moss, who will be driving the T.T.-winning Jaguar and an H.W.M. in five of the eight races forming the programme. Further entries from France and Italy are hoped for. Two events will be for super sports-cars. Advance reservations for grandstand seats can now be made with the B.A.R.C., 55, Park Lane, W 1.

SEPTEMBER SHELSLEY

GATHERING OF THE STARS AT SECOND M.A.C. HILL-CLIMB

TOMORROW the Midland A.C.'s second 1951 hill-climb takes place at Shelsley Walsh, the first climb commencing at 1.30 p.m. For this International meeting a fine entry has come in, including Ken Wharton (Cooper and E.R.A.), Dennis Poore (3.8-litre Alfa Romeo), Sidney Allard (4-wheel drive Steyr Allard), Reg Parnell and George Abecassis (Aston Martins), Peter Collins (J.B.S. and Allard), E. J. Newton (Frazer-Nash) and many other drivers of note.

Spectators should witness a fine struggle for B.T.D. between the cars and motor-cyclists Les Graham and

George Brown, riding big Vincent twins. The latter holds Shelsley's absolute record at 37.13 secs., while fastest car is Ken Wharton's blown Cooper "1,000" at 37.27 secs.

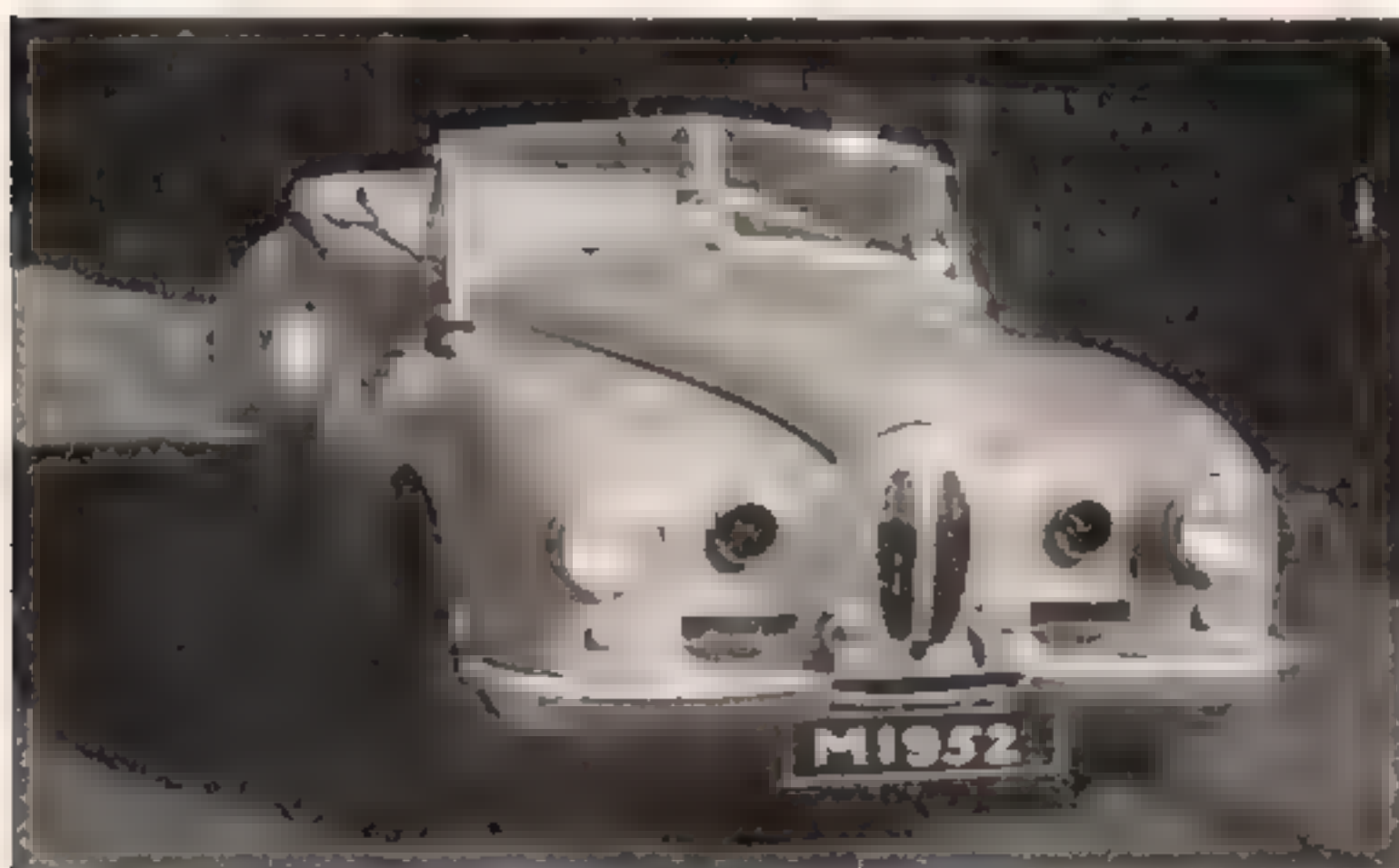
Admission to Shelsley is 7s. 6d. (including tax), children 3s., and parking charges are 5s. for cars, 2s. for motor-cycles and 2s. 6d. for combinations. Licensed refreshments will be obtainable on the hill enclosures and in the main car park at the foot of the hill. Gates open at 10.30 a.m., and it is estimated that the event will finish by about 5.45 p.m.

* * *

RACING DRIVERS' "WHO'S WHO"

ROLAND C. BILLAMY PUBLICATIONS, who are compiling a "Who's Who in the Motor Industry" are anxious to have forms returned, filled in, from racing drivers already circularized for data. Others who feel that they are eligible are invited to write to St. Mary's Gate, Grimsby, Lincs., for forms.

NEW MODEL: The newest Paramount Ford 10-engined product has tubular frame, wishbone l.f.s., Girling brakes and modified coachwork. Manufacture of this distinctive little car has been taken over by the Meynell Motor Co., Ltd., of Melbourne, Derby.



WINFIELD POSTPONED ONE WEEK

THE 6th October Winfield Race Meeting, jointly organized by the Berwick, Lothian and Hawick and Border Clubs of Scotland, has been postponed until the 13th October, with R.A.C. consent. The programme will include races for sports-cars, saloons and racing-cars, and supplementary regulations are now available from W. A. Martin, Hon. Sec., Winfield Joint Committee, at Norwood, Kelso, Roxburghshire. Entries close midday 1st October, and so far include Parnell, Gerard and David Murray.

The Committee have found it possible to refund entry fees in full to all starters at the 21st July meeting.

ERIC WINTERBOTTOM

WITH the tragic accident to 41-year-old Eric Winterbottom in last Saturday's T.T. race at Dundrod, Britain has lost a great enthusiast and a driver of great skill and courage. Friend of the Emerys, father and son, Winterbottom competed in speed trials and short races before the war with the first of the Emeryson Specials, and with the ex-Briault 1,100 c.c. super-charged Alta.

After the war he drove the new Lagonda Rapier-engined 2-stage-blown Emeryson to victory in its first race at Gransden in 1947, then took a third in the I.O.M. Manx Cup. Of late, Winterbottom had

been driving a fast Cooper-Vincent H.R.D. "1,000" and partnered George Phillips with an M.G. at Le Mans in 1950. This season he handled a 2-litre "Replica" Frazer-Nash at Le Mans, co-drove in the Alpine Rally with the owner, George Duff, winning the 2-litre class and a Coupe des Alpes, and also competed with success in a number of British events.

While Eric Winterbottom was at home behind the wheel of practically any car, he also made visitors feel entirely at home as mine host of the Albert Hotel, Kingston Hill, where innumerable cheery club functions took place. He will be sadly missed.

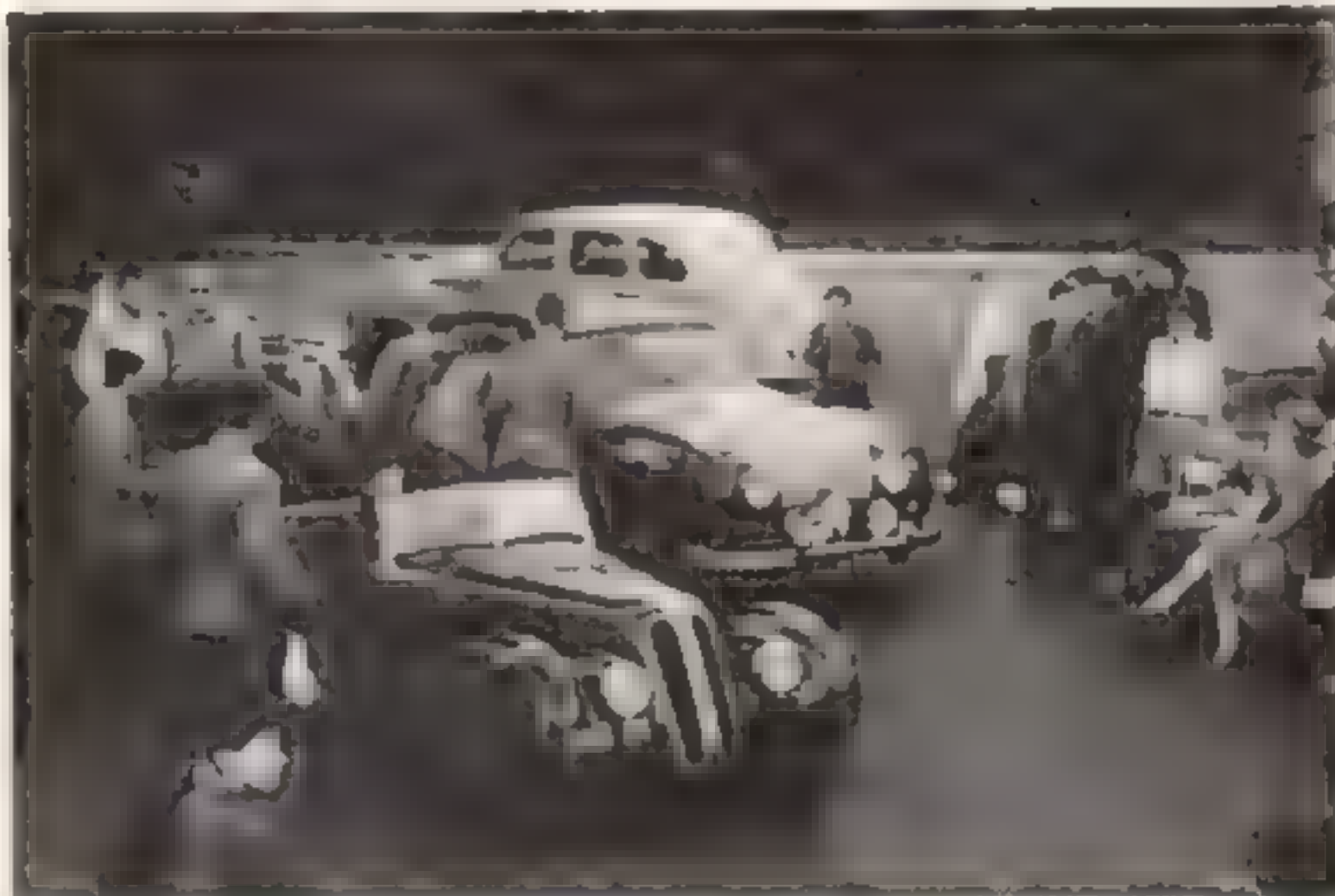
AN EXCELLENT LONDON RALLY

Ian Appleyard (Jaguar) First Again—Event Won on Road Section

"We like 'em tough" said one competitor, expressing the view of many at the end of the London Rally held by the North-West London M.C. last Friday and Saturday. This was the club's first Rally and attracted 137 competitors—experts and novices alike with a record number of 36 teams.

For almost the first time in this country a Rally was decided on the road section without recourse to secret checks or other dubious devices. The plot for the Rally was an ambitious one: to cram a distance of 595 miles into 20 hours and to include during the road section 12 time controls, 20 route checks, four special tests and two special map-reading sections—all without hindrance to normal traffic.

The Berkeley Arms Hotel at Cranford was the setting for the scrutineering and despatch of the 132 starters. The first route check was at Aston Rowant, and the first special test took place at Farmington six miles past Burford. This consisted of a straightforward acceleration test in the dark up a 200 yards steep hill with an acute left-hand



CLASS WINNER
(Above) A. W. Richards' impeccable Frazer-Nash BMW at the Berkeley Arms Hotel, starting point of the Rally

UNFORTUNATE
(Left) Mrs. Eleanor Allard was first delayed with a puncture, and finally retired with ignition trouble

PROVISIONAL RESULTS

Premier Award (Wick Challenge Trophy): E. J. Appleyard and G. Wilkins (XK120 Jaguar) No marks lost

Runner-up (Nor' Wester Trophy): C. Whitehall (Bentley) 8 marks lost. J. P. C. E. Harper and R. F. Saunders (Hillman Minx) 12 marks lost

Novices' Trophy: G. K. Le Crys and C. Toomer (Morris Minor) 52

Members' Trophy: J. D. Leavesley and S. A. Ferris (Hillman) 46

Class Trophies: 1A, S. E. Radbourne and J. M. Pope (M.G.) 157. 2A, P. C. J. Harper and R. F. Saunders (Hillman) 12. 1B, A. W. Richards (Frazer-Nash BMW) 27. 2B, J. F. Bassett and Mrs. Bassett (Jowett) 44

turn at the top, and best times were put up by F. P. Grounds, Ian Appleyard, M. H. Lawson and L. Wood, all in XK120 Jaguars.

Competitors continued via a route check at Tewkesbury, which caused no trouble to anyone except the unfortunate Mrs. Pat Appleyard, competing with a smart black XK120 in her first rally without her husband. Having driven 200 miles to the start, she and her co-driver were somewhat tired and forgot the route check until they were 15 miles beyond Tewkesbury and had to return, a setback from which they never recovered.

At Hay-on-Wye, the next control, crews were handed a one inch ordnance map of the Brecon area, showing five route checks which had to be visited in correct order en route to Beacon's Reservoir.

Torrential rain just before midnight reduced visibility very considerably making the map-reading section, which had to be covered at 30 miles an hour much more difficult than anticipated. Only two competitors, Ian Appleyard navigated by Gordon Wilkins, and Dick Richards in his BMW "328", covered the section without loss of marks. Many were the tales of woe in the very wet Welsh mountains. Mrs. Allard, with an Allard Saloon, had a puncture on a winding up-hill section, having to continue some way on a flat tyre to find a flat surface for jacking the car up, only to suffer the same fate as Sydney in the 1950 Monte Carlo when a coil lead came loose.

Two XK120s were seen ditched. The crew of a Lagonda were observed feverishly working to extricate their car from a duck pond in time to reach

control. Wally Waring disappeared somewhere, and Michael Lawson arrived outside the time limit and retired. Pam Price and her navigator became well and truly lost somewhere near Swansea and nearly 70 competitors were outside the time limit at the Beacon's Reservoir control and were forced to retire.

From Beacon's Reservoir a main road section gave respite and a chance to make up lost time on the way back to Hay. The next control was Pandy, 17 miles on, with a route check on the way, and Ian Appleyard, C. Whitehall and Peter Harper were outstanding in losing no marks in this section.

Vehicles equipped with radio telephones were used to marshal the Welsh area. From Pandy the route led to that famous old-time test hill, Birdlip, where there was another special test, in which

Continued on page 379

BRITISH CAR WINS THE



F. Cortese's Brilliant Victory with the 2-litre Frazer-Nash

IN all the long and richly varied history of motor-racing, no event has ever quite compared in character to the Targa Florio, held on the Madonie circuit in the mountains of Sicily, a race which from 1906 to 1932 reigned as one of the season's classics, being won by a succession of top-line drivers such as Nazzaro, Masetti, Constantini, Divo, Varzi and Nuvolari. Waning in popularity from 1933 onwards, the Madonie race was later supplanted by the sports-car Tour of Sicily held over one huge lap of the island, this event carrying on the famous title, with the *Targa* (shield) figuring as the winner's main award. This year, however, Count Vincenzo Florio, founder of the original series, succeeded in reviving his historic event separately, over the traditional Madonie circuit last used in 1936 for a modest touring car "Targa" won by a Lancia.

It is especially pleasing to record that the 35th Targa Florio, held on Sunday, 9th September, was won by a British Frazer-Nash in the face of tough Italian opposition. The winning driver, Franco Cortese, has competed successfully with this car, a Le Mans Replica model belonging to Count "Johnny" Lurani, in many recent Italian events, and his Sicilian victory is fitting reward for driving a typically fast, "heady" race.

The Madonie circuit, 43.4 miles long, had to be lapped eight times, making a total race distance of 357 miles, a harsh test for man and machine, as the 17 retirements out of 25 starters revealed. On so tortuous and narrow a circuit a massed start was impractical, the cars being released at one minute intervals from 9 a.m. onwards, and from the very beginning the forceful Giovanni Bracco set the pace in a 4.1-litre Ferrari. Almost an hour elapsed before the early starters completed their first lap. T. A. S. O. Mathieson, second man away and the only British competitor, being well up

with his Frazer-Nash. The fiery Bracco led, substantially ahead of the 2.5-litre Ferraris of Mancini, Stagnoli and Rossi, with Cortese in his Frazer-Nash further back, driving cannily.

Madonie's bumpy roads, tortuous bends, and incessant climbs and drops gave no rest to suspension systems, transmission or gearboxes, leave alone to drivers, and soon cars began to come in, amongst them Bracco's Ferrari with suspension troubles, soon to retire. This put the "2.5s" ahead until they in turn made pit stops, whereupon Cortese seized the lead, and Mathieson and Bernabei in an A6G Maserati "six" moved up to third and fourth. Then Cornacchia's 2.5-litre Ferrari came in on round four, to be taken over by Bracco, who set out on a seemingly hopeless task to make up nearly a third of a lap on Cortese. Driving all out, Bracco tore through the dwindling field of runners, turning a record sixth circuit in 52 mins. 24.8 secs. (51.19 m.p.h.) and slicing the "Nash" lead by half. Franco Cortese, an "old fox" at motor-racing, continued fast but



THE COURSE
(Above) 43.4 miles long and embodying countless twists and turns, Madonie is surely the world's toughest racing circuit.

THE DRIVER (Left) Franco Cortese, winner of the Targa Florio, in his Frazer-Nash. He gained many pre-war successes with Alfa Romeo sports cars.

unflurried, however, to score a nicely calculated victory by just over three minutes. "Taso" Mathieson was less fortunate, dropping out with engine maladies after four good rounds. Mancini and Rossi had also given up and it was Bernabei's Maserati which eventually crossed the line a tardy third, with Romano's 1,100 c.c. Abarth, a Cisitalia derivative, fourth. Crescimanno's Fiat completed the official list of finishers and two other Fiats, sole remaining cars on that highly destructive circuit, were flagged off as seventh and eighth.

RESULTS

(8 Laps, 357 Miles)

1, Franco Cortese (1,971 Frazer-Nash), 7 hrs. 31 mins. 7.8 secs., 47.57 m.p.h.; 2, G. Bracco/L. Cornacchia (2,560 Ferrari), 7 hrs. 34 mins. 10.2 secs.; 3, I. Bernabei (1,996 Maserati), 8 hrs. 12 mins. 23 secs.; 4, Romano (1,100 Abarth), 8 hrs. 15 mins. 33.6 secs.; 5, Alterio (1,100 Cisitalia); 6, Crescimanno (1,100 Fiat); 7, Sartorelli (750 Fiat); 8, La Mattina (1,100 Fiat).

Fastest Lap: G. Bracco (Ferrari), 52 mins. 24.8 secs., 51.19 m.p.h.

VETERANS AT REDDITCH

A VERY interesting collection of veteran and vintage machinery converged upon Redditch on Saturday, 8th September, when, in conjunction with the annual Carnival frivolities, the Redditch M.C. and C.C. arranged a rally, co-operating with the Vintage M.C.C. and the Veteran C.C., other clubs invited being the V.S.C.C., Bentley Drivers and Bugatti Owners.

Competitors were given their own choice of starting point, and the control was open from midday to 1.0 p.m. at the Foxlydiate Hotel. After checking in, the drivers were required to compute a 10-mile course ending at the County High School, where judging took place.

The oldest vehicle to compete was D. W. Showell's 1900 Argyll with its 2-seater "Voiturette" body and 24 h.p. single cylinder engine. The tiny brakes on this car appeared to be very much subject to "oiling up".

Geoffrey Smith, of Worcester was driving his superb 1912 Straker Squire, with 2-seater body and impressive Bieriot headlamps, while W. Woolley's interesting 1927 Hanomag, with rear-mounted de Dion engine had a front end strangely reminiscent of Volkswagen design.

K. J. Kerr's 1909 Thornycroft Limousine was very impressive, carrying a coat of arms on its noble side entrance, while C. G. Duce's 1925 Alvis 12/50 coupé looked almost indecently modern and factory fresh, after its long drive from Edinburgh. The results were as follows.

Cars prior to 1901: D. W. Showell (1900 Argyll). **1901-1906:** K. J. Kerr (1909 Thornycroft). **1907-1912:** D. W. D. Showell (1913 Sunbeam). **1913-1920:** No entry. **1921-1930:** C. G. Duce (1925 Alvis).

Award of Merit (Car): C. G. Duce (1925 Alvis)



TECHNICAL & OTHERWISE

FURTHER THOUGHTS ON GEAR RATIOS

by JOHN BOLSTER

GEAR ratios don't mean a thing. Don't get me wrong. Of course they're about the most important set of figures connected with a motor-car. What I mean is that to quote a list of ratios without mentioning the tyre size is entirely meaningless. Thus, one often hears an enthusiast crowing because his car has a 4 to 1 axle, whereas his friend's machine has to rev itself to pieces on a 4.5 cog. In actual fact, the converse may be the case, and the one with the "low" gear can quite well have a higher effective figure if bigger wheels are fitted.

Some people, who have not bothered to work things out for themselves, have an idea that variation in tyre size can only fractionally affect engine revolutions. If they would glance at the dimensions of covers in everyday use, they would find that the ratio between the biggest and smallest common sizes is no less than 1.5 to 1. That may not sound a lot, but it means that if you were to take the wheels off your Fiat, and replace them with the ones off my Rolls, you would be doing 90 m.p.h. at the same revs. as now give you 60 m.p.h.

Of course, such a suggestion is absurd, but it does emphasise how pointless most arguments about gear ratios are, especially when they are conducted, as they often are, to three places of decimals! What, then, is the right way to express oneself on such subjects?

M.P.H. Per 1,000 R.P.M.

The sensible method, I think, is to quote miles per hour per thousand revs. per minute. In this way the tyre size, axle ratio, and gearbox reductions are all taken into account. It is sometimes objected that, if one has always talked and thought in terms of gear ratios, the other description seems strange. One can, however, soon become accustomed to the idea and, as a guide, one might work out the figures for a few typical machines. Very small cars do about 15 m.p.h. per 1,000 r.p.m. on top gear, for instance, and an average medium sized saloon would do 20 m.p.h. A big American would achieve at least 25 m.p.h. on its over-drive, and my Edwardian touring car goes at a full 35 m.p.h. at 1,000 r.p.m.

Once you have those figures, you have everything else at your finger tips. Provided the motor will "pull" its gear, you can, of course, work out your theoretical maximum speed, and also the highest permissible velocity on each indirect ratio. Much more important, though, is the possibility of calculating what revs. the engine will be doing after you have just changed up from a lower gear. If power curves for the unit concerned are available, a very good picture of the likely acceleration will be obtained, and it will be easy to see whether the ratios are too wide to give a sparkling performance.

Talking of power curves, a very "flat" one will render a close-ratio box entirely useless. When one changes into the next higher gear, one thinks, "haven't we been

here before?" Thus, a "woolly" old American car would have a better set of acceleration figures on its three speeds than if it were fitted with a sports four-speed box.

Shelsley Swings and Roundabouts

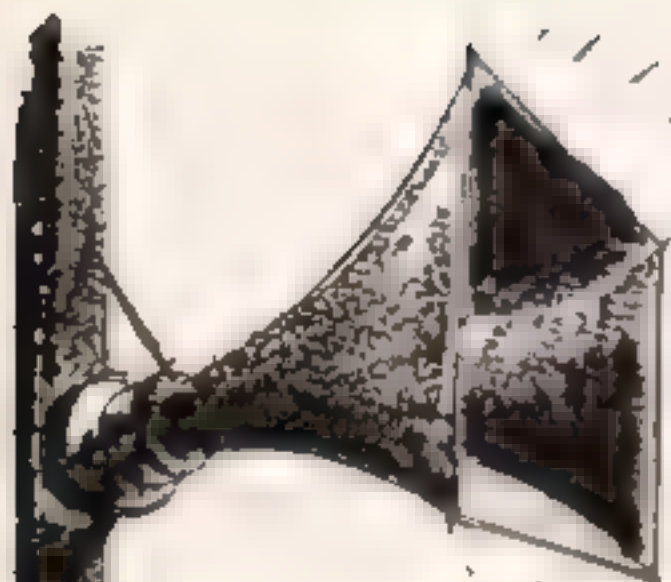
That is rather an extreme case, but for such events as speed hill-climbs, where acceleration is paramount, it may well pay to flatten the curve, even to the detriment of maximum output. I know of one Shelsley competitor who always took careful test bench figures, and who, by all the usual means, increased the power of his engine from 80 b.h.p. to 138 b.h.p. He was bitterly disappointed when, at his next appearance on the hill, his time failed to show any improvement. An examination of the accelerating part of the curve soon revealed that the brilliant new "top end" had been bought at the expense of medium speed torque.

Another thing that affects the best choice of ratios for an everyday car is the behaviour of the actual gear-shifting mechanism. The Cotal electric box is an absolute delight, and the process of changing is so effortless that one soon forms the habit of flicking from gear to gear without any conscious thought. The very nature of its construction prohibits the choice of an ideally close set of ratios, but for its ease of selection one forgives all.

Rigid Change Levers

A rigid right-hand lever, as found on the better vintage jobs and still used on the Rolls-Royce and Bentley, is another arrangement that encourages a lively use of the box. Long and willowy central handles, as employed on lesser breeds, can be very unsatisfactory to manipulate, but they are paragons of virtue compared with some of the awful things that it is fashionable to tuck under the steering wheel. With these monstrosities, I admit that I just stay in top gear, if I ever have the luck to find it. Some remote controls, with a short, central lever, are very near the ideal, though there are those which, moving a little too stiffly, lose all sensitivity of touch. The pre-selective box is a joy in its close-ratio racing form, but the normal touring version is an unsympathetic piece of ironmongery.

I hope I have said enough to show that the choice of gear ratios is affected by many more factors than mere mathematical expediency. Too many good cars have been spoilt by indifferent boxes, but a touch of genius in the design of the gear department can endow an otherwise uninteresting vehicle with a likeable personality.



CASTROL WINS

THIRTY-FIFTH

TARGA FLORIO RACE

Sicily • 9th September

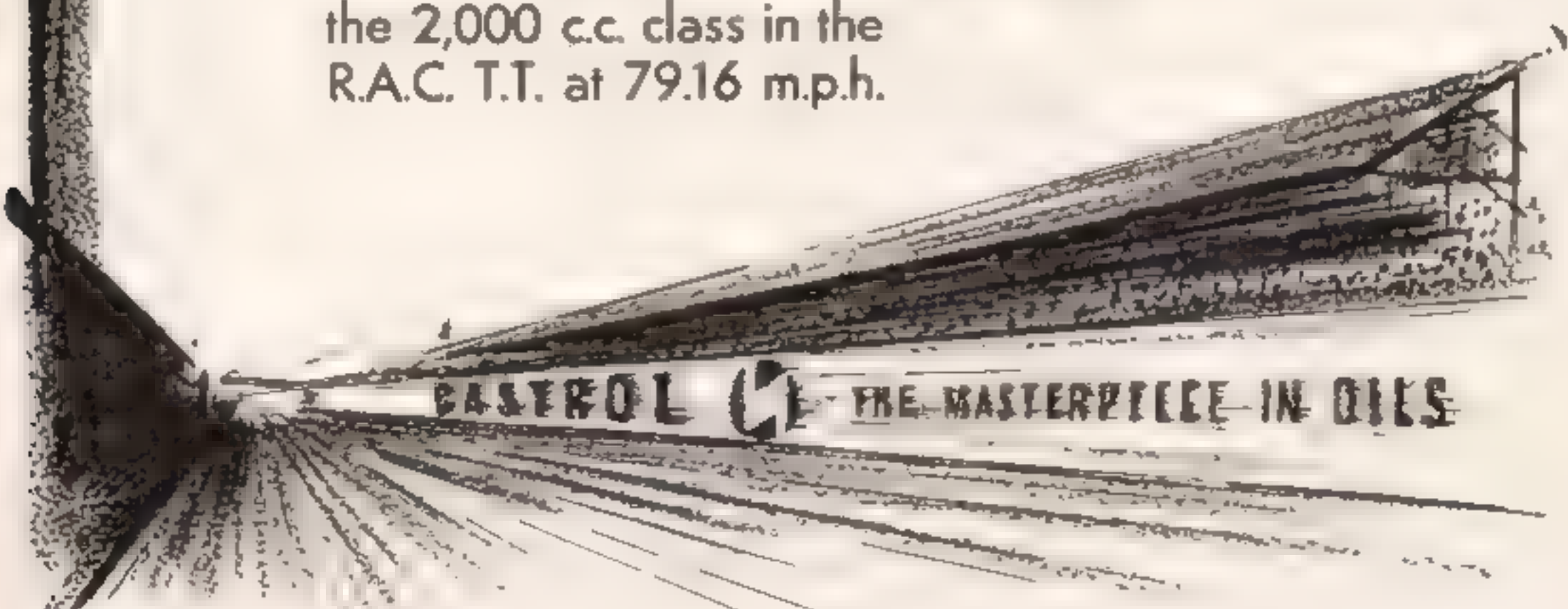
1ST FRAZER-NASH
driven by Franco Cortese


The 350-mile Targa Florio is one of the World's most gruelling mountain races, and this is the first time it has been won by a British car

R.A.C. TOURIST TROPHY RACE

15th September

A Castrol lubricated FRAZER-NASH
driven by F. R. GERARD also won
the 2,000 c.c. class in the
R.A.C. T.T. at 79.16 m.p.h.



CASTROL  **THE MASTERPIECE IN OILS**

WATERLOO and D.M.C.'s SPRINT at ALT CAR

Heath's Cooper Again Makes B.T.D.

WHILE the wheels of the mighty—and the eyes of the fortunate—were busy at Monza or Dundrod last weekend, ordinary mortals consoled themselves with the welcome diversions offered by such events as the Waterloo and D.M.C.'s Sprint Meeting at Altcar.

In the opening classes for sports-cars, A. Bemrose's M.G. had a runaway "up to 1,300 c.c." victory, his time of 17.8 secs. for the quarter-mile being in fact quicker than any in the "class above" as well. On this basis John Brown's trusty TC model would also have earned a place in both categories. Actually the 1,500 laurels were taken by Ken Downing (Connaught) with C. G. Moore's very smart and nicely handled Riley Sprite second.

The heavier metal—hence the milk in the coconut—saw a similar state of affairs, as Gillie Tyrer's 1,996 c.c. Mille Miglia BMW would have taken both the under and over 3-litre categories with its first run of 15.8 secs. This ranked as fastest sports-car time, and though at the second attempt Tyrer removed his jacket, and the fire extinguisher, for added lightness—so displaying the famous braces—he was a shade slower. Edgar Wadsworth's was the fastest of the Silverstone Healeys and took second place. With a string of 12 Allards and Jaguars 100 and XK120, competition was keen among the big sports types, the Scragg Jag. getting the verdict in two fast runs, 16.4 secs., rivalled most closely by N. Hewitt (Allard). "Hitch" Hitchings (Allard) and—according to the times given on the spot—Vernon Pilkington (Jaguar), all with 16.6.

Then the saloons produced an interesting conflict of age between H. L. Yates' 15-year-old BMW and a row of Javelins, the former holding the field at 21.8 secs. until Tarbuck came along with 21.4 for the Jowett. Barry Davies, acting locum for Peter Reece in the DB2 Aston Martin, had all the big carriages taped at 19 secs. Incidentally, this class ranged all the way from Baker's 1,971 c.c. BMW to Heyworth's 4½-litre Bentley. Benny Whitehouse was next with the prototype D.B. A-M looking very Spa-tan (sorry about that one).

A pleasant diversity of 500s came to the line next, the Bonds showing up well as L. Bond himself took the class with 16.2 and R. Eastham came third at 16.6. Mervyn Kearon kept the Cooper flag flying in second place (16.4). The immaculately bearded figure of C. Carter brought a J.P. challenge from Scotland.

The bigger racing classes were rather thinly supported but brought out Cecil Heath in the "1,000" Cooper-J.A.P. to defend his last year's course record of 13.8 secs. A couple of nice runs at 14.8 and 14.6 still enabled him to claim B.T.D. Runner-up at 1,100 c.c. was Charlie Oates driving the weird and wonderful two-engined Murray Special and clocking 16.4 secs.

Things wound up with a duel between Gillie Tyrer's BMW and Basil Davenport

with the historic Spider (two-pot, two-litre motor up). The reverberation from those vast megaphones shook a loose tooth out of a young spectator—and Davenport was gone, snaking, bellowing, and skipping the odd beat as usual, but tearing up the track like the embodiment of all the club-sprints that ever happened. A good time too—15.2 to the BMW's 15.8.

RESULTS

Sports cars up to 1,300 c.c.: 1. A. Bemrose (M.G.), 17.8 secs. 2. J. R. Brown (M.G.), 19.2 secs. 3. E. Lister (M.G.), 20.6 secs.

Sports cars, 1,301-1,500 c.c.: 1. K. H. Downing (Connaught), 14.4 secs. 2. C. G. Moore (Riley), 15.4 secs. 3. J. H. S. (J.H.S.), 16.8 secs.

Sports cars, 1,501-2,000 c.c.: 1. G. L. Tyrer (Frazier Nash BMW), 15.8 secs. 2. E. H. Wadsworth (Healey), 16.4 secs. 3. N. Hewitt (Allard), 16.6 secs.

Sports cars over 2,000 c.c.: 1. F. P. Scragg (Jaguar), 16.4 secs. 2. N. Hewitt (Allard), 16.6 secs. 3. V. Pilkington (Jaguar), 16.6 secs.

Closed cars to 1,400 c.c.: 1. L. Tarbuck (Jowett), 21.4 secs. 2. H. L. Yates (BMW), 21.8 secs. 3. J. H. S. (J.H.S.), 22.4 secs.

Closed cars over 1,400 c.c.: 1. B. B. Davies (Aston Martin), 19 secs. 2. B. Whitehouse (Aston Martin), 20.4 secs. 3. K. H. Downing (Healey), 21.4 secs.

Racing cars up to 500 c.c.: 1. L. Bond (Bond), 16.2 secs. 2. M. Kearon (Cooper), 16.4 secs. 3. R. Eastham (Bond), 16.6 secs.

Racing cars, 501-1,100 c.c.: 1. C. Heath (Cooper), 14.8 secs. 2. C. Carter (Murray Special), 16.4 secs. 3. F. G. Usmar (M.G.), 17.6 secs.

Racing cars, 1,101-1,500 c.c.: 1. K. H. Downing (Connaught), 16.4 secs. 2. R. P. W. Ross (Borg), 17.4 secs.

Racing cars, 1,501-2,000 c.c.: 1. B. H. Davenport (Nash Spider), 15.2 secs. 2. G. L. Tyrer (Frazier Nash BMW), 15.8 secs.

SILVERSTONE CLUB RACING TOMORROW

THE Peterborough M.C.'s closed invitation race meeting at Silverstone tomorrow, 22nd September, begins at 1.30 p.m. The five events on the programme comprise two five-lap handicaps, a 500 c.c. race in two heats and a 10-lap final, a scratch sports-car race and a Vintage scratch race. Entries include Brandon and Brown (Coopers) of the Ecurie Richmond, Dryden and Parker (J.B.S.), Chapman's Bentley, several XK120s, Greenall's Bugatti, Peter Binns's Vauxhall 30/98 and Anthony Heal's 1924 G.P. Sunbeam.

CEMIAN PRESIDENT'S TROPHY

THE Cemián Motor Club's 11th Annual President's Trophy Trial, which was held on Sunday, 16th September, attracted an entry of 22 cars in the open and closed classes.

Starting from the "White Horse Inn", Southill, Beds, competitors were dispatched to an ex-airfield where they engaged in a series of six driving tests comprising a reverse "Zig-Zag", a tricky four-bay parking test, an *Epreuve de Conner*, which was a straight-forward test of the "forward-reverse-forward" type, a "standing ¼ mile", a curved wiggle-wobble and a straight brake test.

The standard of driving was high and some really excellent manoeuvring was seen. A second circuit of the tests was allowed and the best times counted.

After these exhausting efforts the company returned to the "White Horse Inn" for tea where provisional results were announced as follows:

The President's Cup: David Freeman (Jaguar).

Best Closed Car: 1, Bert Range (M.G.); 2, B. Frost (Jaguar); 3, Alec Docker (Austin).

Best Open Car: 1, Hugh Cocker (Riley Spl.); 2, Arthur Rivers (Wolseley); 3, V. Gordon (M.G.).

Team Award: Cocker, Sadler, Frost.

"NOCTIVIGATION" RALLY

THE fifth annual Night Navigation Rally of the Hants and Berks M.C. will be held on 13th/14th October, over a course some 100 miles long starting and finishing at the Hogs Back Hotel near Guildford. This is an invitation event, and the following clubs are eligible to compete: Hants and Berks, Lagonda, Vintage Sports-car, A.C., "750", Cemián, North London Enthusiasts and Maidstone and Mid-Kent. Entries must reach the Secretary of the Meeting, Holland Birkett, at 3 Pondial Road Fleet, Hants, by 7th October.

THE WAKEFIELD TROPHY

HARKING back to the very successful meeting at Curragh last week, our race report, for which H. A. O'Brien was not responsible, contained a number of mis-statements. Hawthorn's Riley, it was said, "dropped out of the picture". It certainly did, but much earlier than implied, since bearing trouble prevented him from even starting. The woe-wis also got at Nat Preston's M.G., so he was another non-runner, as was J. H. Webb.

A notable feature of the race was the Fotheringham Parker Cecil Vard duel with XK120 Jaguars, which ended, to the regret of all, when the latter's rear-brake cylinder burst. Frank Bigger's M.G. ran a bearing, Pat Griffith's Lester-M.G. had clutch slip and later seized (ahill's Iona Special lost its oil pressure, and Dicky Lovell-Butt's Magnette died on him after 15 fine laps. Chambers' amazing single-seater Vauxhall Special interrupted the spirited Heaslett/McMillen TC-1D duel on lap 19, took the lead on handicap on lap 21, then suddenly ran out of brakes—and consequently of road—with a lap to go, really bad luck after a great drive. Northern Irelanders Freddie Smyth, J. Quinn and Stanley Porter all deserved bouquets, as did Mrs. Howard, fourth in Peter Clarke's Lea Francis-engined H.R.G., and Irwin Catherwood, second home in the handicap in front of Duncan Hamilton's H.W.M.

The I.M.R.C. made a grand job of the organizing, and next year hope for more British competitors and possibly some Continental entries.

R · A · C



TOURIST TROPHY
again won
by
JAGUAR

finishing
1st • 2nd • 4th

{Stirling Moss}

{Peter Walker}

**{Tony Rolt}*

AND WINNING

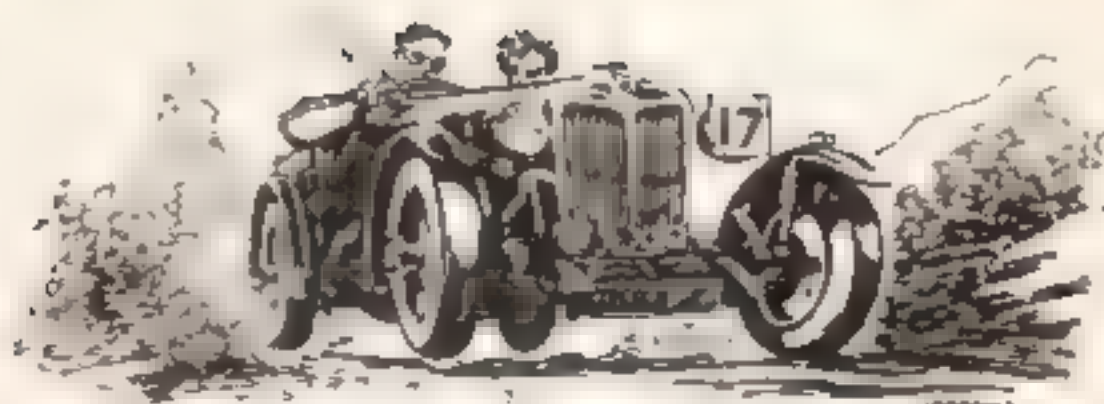
TEAM PRIZE & DISTANCE AWARD

• RETURNING NEW LAP RECORD AT 86.40 M.P.H.

For the second year running Stirling Moss has won the Tourist Trophy and the Distance Award on Jaguar, this time covering 319 miles at an average speed of 83.11 m.p.h. Jaguar also gained the coveted Team Prize for the second year—finishing 1st, 2nd & 4th in general classification and 1st, 2nd & 3rd in over 3,000 cc class.

Subject to official confirmation

NEWS FROM THE CLUBS



MEMBERS' GAMSTON

ON 6th October the Nottingham S.C.C. will be holding their second Members' Race Meeting at Gamston. Total of 11 races includes eight sports-car races, including one for M.G.s and one for vintagens, two 500 c.c. races and a five-lap racing-car handicap. Entries close on 25th September, and should be sent to the Secretary of the Meeting, H. G. Holt, at 14 Upper College Street, Nottingham.

WESTERN WESTON RALLY

A CLOSED invitation Rally, open to members of the organizing body, (the M.G. Car Club) and to the B.A.R.C., Bugatti O.C., Bristol M.C. and L.C.C., Midland A.C., Taunton M.C., Welsh Counties C.C. and the Cheltenham M.C., will take place on 13th October. This is a somewhat novel event since the road section includes a timed climb at Prescott as well as some tests on the sea front at Weston-super-Mare. Standard cars and Specials are eligible, and there will be eight controls, first being the starting point at the Mile 3 Road House, half-mile outside Bristol on the main road to Bridgwater.

Closing date for entries is 26th September, and the entrance fee of £2 for *invites*, or £1 10s. for M.G. C.C. members, includes price of admission for two people to the Rally Dance following the event, at the Winter Garden Pavilion, Weston. Lt-Col. Goldie Gardner will present the awards at the Dance.

BRAY SPEED TRIALS

Cecil Vard (Jaguar) Fastest at Southern Irish M.G. Club Event

THE M.G. Car Clubs (Southern Irish Centre) were fortunate in having fine weather for their recent speed trials on the promenade at Bray, Co. Wicklow.

Length of the course was a little under half a mile, and Cecil Vard driving his XK120 Jaguar made the fastest run in 22.99 secs., an average speed of 64.07 m.p.h., winning for him the open scratch class and third place in the over 1,250 c.c. handicap class. Vard also drove the Mark V Jaguar saloon, with which he gained third place in the last Monte Carlo Rally, returning the very creditable time of 28.22 secs. Third best time in the open scratch class was made by another XK120 driver, Tony Jacobs, new to motor-car sport and better known as a motor-cyclist and as the skipper of the famous little ship *Iuna* which recently made the gallant and successful attempt to cross the Atlantic from Dublin to America.

A well-deserved win in the over 1,250 c.c. handicap went to Miss Anita Newell driving her brother's famous old racing 12/50 Alvis for the first time, and this despite having a troublesome pre-selector gearbox. Dick Lovell-Butt in his very fast blown monoposto Magnette won the under 1,500 c.c. supercharged scratch class with second fastest time of day at an excellent 23.78 secs. and was second best in the over 1,250 c.c. handicap. The old Magnette sounded right up on top of her form and had terrific urge off the starting line.

Nat Preston's old "TC" once again proved the fastest unblown "T"-type

M.G. in 27.04 secs. Popular and energetic M.G. club secretary, Miss Sheila O'Clery made her debut in a speed event driving Dick Lovell-Butt's monoposto Magnette returning the very reasonable time of 27.11 secs.

Irwin Catherwood's Bugatti-Ford was third in the open scratch class for a 1 types; it showed terrific urge at the start and motored very fast over the finish with hardly a sound from its Ford V8 engine but a good high-pitched whine from its straight tooth Bugatti rear axle. Alec Macarthur's Trifor (Mercury-engined Triumph chassis) was another lively sprint machine but failed by 0.4 secs. to equal the time of the Bugatti-Ford.

Disappointing non-starters were Joe Kelly's J.R.A. and his G.P. Alta and Gallagher's beautiful little Leprechaun with 966 c.c. J.A.P. engine. The meeting was very well run, and the Southern Irish M.G. Club certainly deserves greater support than it has received to date.

RESULTS

Best Time of Day: C. Vard (XK120 Jaguar), 22.99 secs.

2nd Fastest: R. G. Lovell-Butt (1,087 M.G. S), 23.78 secs.

Open Handicap: 1, J. C. Millard (1,250 M.G.); 2, N. E. Gleeson (Volkswagen).

1,250 c.c. Handicap: 1, J. C. Millard (1,250 M.G.); 2, P. J. Van Nieuw (M.G.).

Over 1,250 c.c. Handicap: 1, Miss A. Newell (Alvis).

Open M.G. Handicap: J. C. Millard.

Saloon M.G. Handicap: Mrs. D. L. Bigger.

Ladies' Class Handicap: Miss A. Newell (Alvis).

1,250 c.c. Scratch: J. N. Preston (M.G.).

1,500 c.c. Scratch: M. P. Cahill (Iona Spl.).

3,000 c.c. U/s and 1,500 c.c. S Scratch: R. G. Lovell-Butt (M.G.).

Open Scratch: 1, C. Vard (Jaguar); 2, R. G. Lovell-Butt (M.G.); 3, A. C. B. Jacobs (Jaguar).

BACK TO TWO-WHEEL DRIVE
Archie Butterworth's four-wheel drive A.J.B. in the act of landing after mounting the wooden barrier on the inside of Orchard Corner during the Prescott International. Butterworth continued his climb, clocking 48.79 secs.



LEN PARKER WINS MULLINS CUP

THE Taunton M.C.'s Mullins Cup Trial, which was held on Sunday, 9th September, was won by Len Parker in his supercharged Ford 10-engined Parker Special by a clear margin of two marks. There were 19 entries.

The last three hills proved the most difficult. On the first of these, Halsway Quarry, there were only four successful climbs, these being W. C. Cuff (1,172 Cuff), L. Parker, K. E. O. Burgess (Jowett) and R. Lake (1,172 Ford). Swineage Hill was next and proved extremely tricky, Ken Burgess making by far the best attempt. The last hill was Combe Head and this again proved a real stopper, starting with a gradient of only about 1 in 8 and winding around under the trees, gradually steepening to at least 1 in 2. L. Parker almost reached the top and lost only one mark. H. Sinclair-Sweeney with his new Vauxhall Special was next best and lost two marks.

Results

Mullins Cup: L. Parker (1,200 Parker Special), 8 marks lost.

Runner up: K. E. O. Burgess (1,504 Jowett), 10 marks lost.

First Class Awards: H. Sinclair-Sweeney (1,440 Vauxhall), 12 marks lost. R. Lake (1,172 Ford), 14 marks lost.

NORTH MIDLAND TEST TRIAL

THE North Midland M.C. ran another of their popular Test Trials at Bircotes Aerodrome, Bawtry, on Sunday, 9th September. Edward Harrison drove neatly and without fault to first place in the closed class, while Phillip Chapman, in his fast Mercury Special, was winner of the open class.

Results

Open Class: 1, P. Chapman (Mercury Spl.), 149.8 secs. 2, R. H. Netherwood (Ford Spl.), 154.2 secs. 3, D. F. Ryder (M.G.), 157.6 secs.

Closed Class: 1, E. Harrison (Ford), 177.2 secs. 2, K. A. Sneyd (Ford), 177.6 secs. 3, E. S. Sneath (M.G.), 180.8 secs.

PRESCOTT BUGATTI HANDICAP

Results of the Bugatti Handicap event, class 9, in last week's B.O.C. Prescott 'International', were as follows:

1, Hon. E. G. Greenall (2,272 c.c. Type 35B Bugatti S), H/cap 2.9 secs. Nett time, two runs, 46.73 secs. 2, A. F. Rivers Fletcher (1,990 Type 35), H/cap 4.5 secs. Nett 46.96. 3, R. M. Blomfield (1,496 Type 37), H/cap 10.17 secs. Nett 47.19.

BROUGH 500 c.c. RACE LENGTHENED

THE finals in the 500 c.c. car events at the Blackburn Welfare Club's Brough Race Meeting on 7th October, have been increased to 10 laps (approximately 11.7 miles), thus becoming eligible for the AUTOSPORT championship. Eighteen entries for the 500 c.c. races have so far been received.

ALLEN TROPHY SALOON CAR TRIAL

ON Sunday, 9th September, from the new Club Headquarters at the Glen Holt Country Club, near Roborough, 18 entries commenced the Plymouth M.C.'s 12th Allen Trophy Trial for saloon-cars with a special test. Proceeding to Harrowben more tests awaited them, including width judging, garaging and many old favourites. Last, but by no means least, was a regularity test over a figure-of-eight course. All and sundry enjoyed the event and it ended with marshals and observers holding a rally of their own—many doing better than some of the competitors.

The Plymouth Club's next event is the 3rd Turnbull Trophy for saloon-cars, on 7th October.

RESULTS

Allen Trophy and Replica: E. Ellis (M.W.).

Drake Cup: H. Turnbull (Morgan 4/4).

Frobisher Cup: G. Turnbull (Vauxhall).

Raleigh Cup: C. Cuts (Vauxhall).

Hawkins Cup: N. J. Carleton-Stiff (M.G.).

Team Prizes: H. Turnbull, E. Ellis, G. Turnbull.

MONTACUTE VETERAN RALLY

THIRTY-FOUR Veteran cars, dating from 1896 to 1913, took part in the Veteran Car Club of Great Britain's Rally on 8th September. Competitors rallied at the Manor Hotel, Yeovil, Somerset, after driving from their homes or nearer points, marks being awarded for distance covered, then set off on the road section incorporating a time check from Yeovil to Montacute House, an old and notable residence, now National Trust property, situated about four miles west of Yeovil. Results of the event were as follows:—

RALLY

Veteran Class: 1, R. D. Gregory (1904 Darracq); 2, G. H. Brockington (1899 Benz); 3, N. V. Reeves (1904 de Dion Bouton).

Edwardian Class: 1, R. E. Hinds (1910 Vulcan); 2, C. C. Tufnell (1908 Rover); 3, Major W. T. Pitt (1912 Hispano-Suiza).

ROAD SECTION

Premier Awards, Class 1: G. Mawer (1909 Oldsmobile). **Class 2:** C. C. Tufnell (1908 Rover). **Class 3:** H. R. Timmis (1910 Mercedes) and S. J. Skinner (1910 Rolls-Royce). **Class 4:** Major W. T. Pitt (1912 Hispano-Suiza) and A. E. Stradling (1913 Linc).

1st Class Awards, Class 1: R. Lawson (1896 Leon Bolée). **Class 2:** G. R. B. Clarke (1912 de Dion Bouton). **Class 3:** J. E. Timmis (1911 Scout).

SPECIAL AWARDS

R. Lawson Award: G. Mawer. **E. V. M. Whiteway Award:** C. C. Tufnell. **Mayor of Yeovil's Award:** R. D. Gregory.

AN AMBITION REALIZED!**FRAZER-NASH WINS THE TARGA FLORIO**

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Our target in designing the post-war Frazer-Nash is quite simply stated—to build the finest all-round production sports car. Since 1949, when the first post-war Frazer-Nash cars were seen in competition, our private owners have scored many international successes and built up a considerable reputation in Club circles, winning numerous events from cars of greater engine capacity; frequently making the Fastest Sports Car Time of the Day, and setting up sports car circuit records.

Italian designers, for whom we have always had great respect, have gained the reputation of building the finest sports cars, which is why we are especially proud of Franco Cortese's success in winning the XXXV Targa Florio with Count Laran's Le Mans Replica Frazer-Nash against a representative entry of the most famous Italian sports cars, in the hands of equally famous drivers.

In 1948, 1949 and 1950 the two famous Sicilian races, the Circuit of Sicily and the Targa Florio, were combined in one event and contested over the 700-mile Circuit of Sicily course. In 1951, for the first time since before the war, the races reverted to their original separate status, and the classic Targa Florio was once again held over eight laps of the traditional 45-mile circuit in the mountains of Sicily.

The Targa Florio is primarily a searching test of chassis design and quality of construction. The winning car must possess superlative road-holding, steering, suspension and handling qualities. This is the historic type of circuit on which the famous Grand Prix and sports car races of the past were held over ordinary give-and-take roads. It is the antithesis of the fast type of circuit with perfectly surfaced long straights, where the winner is usually to be found among the large cars. Thus the Targa Florio provides that invaluable technical information necessary to develop a car capable of standing up to the hardest work.

Frazer-Nash owners have complete confidence in a car which is required to give a start to cars of twice or more its engine capacity in Club handicap races, and which at Silverstone—with its somewhat unnatural conditions and uncambered corners—holds the sports car lap record. The two-seater, fully-equipped Frazer-Nash beats the lap times of many supercharged single-seater racing cars on this circuit, although obviously not possessing their maximum speed.

FRAZER-NASH CARS
ISLEWORTH · MIDDLESEX

STILL TIME TO ENTER FOR RAMSGATE SPRINTS

The North London Enthusiasts' C.C. and the Herts County A. and M.C. are combining to organize a Speed Trial meeting on the Undercliff Promenade, Ramsgate, on 30th September. One of the last speed events of the season, the organizers hope for a sizeable entry. Cars will probably be run in pairs over the 440 yards course, and classes cover saloons, coupés, sports and racing. An invitation event, the following clubs may compete: "Berko", Brighton and Hove Hants and Berks, Maidstone and Mid Kent, West Essex, Falcon and Vintage.

Nominees so far include Ted Lloyd Jones in his Kestrel aero-engined Flying Saucer, Don Parker (J.B.S.) and S. G. Greene in the Frazer-Nash with which Stirling Moss won the British Empire Trophy. There is room for more, however, and as entries close next Monday morning, 24th September, there is still time for those who make a last-minute decision to compete. Hon. Secretary of the Meeting, to whom entries should be sent, is G. Bance, of 11 St. George's Avenue, Ealing, London, W 5.

"WHAT'LL SHE DO" SESSION

By the courtesy of the Committee of the Leicestershire Aero Club, Sunday, 23rd September, will see a portion of the perimeter track at Leicester East Aerodrome measured and marked off for the benefit of those members of the Leicestershire Car Club who would like to have a run against the clock. This will by no means be a pukka Sprint Meeting, but should prove very interesting. First foot goes hard down at 2.30 p.m.

The Leica Club's closed Bowmaker Trophy Trial takes place on Saturday and Sunday, 29th-30th September. The course of the trial, which finishes at Weston-super-Mare, will be on main and secondary roads and will take competitors through some very interesting country in the Cotswolds.

TAUNTON'S ALLEN TROPHY

The Taunton Club's Classic Allen Trophy Trial, included in the R.A.C. Championship and the B.T.D.A. Gold Star, takes place on Sunday, 14th October, and is open to the following invited clubs: Bristol M.C. and I.C.C., N.W. London M.C., Plymouth M.C., Sunbeam West of England M.C. and the West Hants and Dorset M.C.

The course will be about 40 miles in length, starting at 10.30 a.m. from the Otter Vale Garage which is on the A30 road between Chard and Hinton, Devon. Entries should reach the Hon. Sec. W. A. Stone, at 4 East Reach, Taunton, Somerset, not later than first post, 8th October.

GRAVESEND SPEED TRIALS

TOMORROW'S Speed Trial meeting of the Maidstone and Mid-Kent M.C. at Gravesend airport has attracted nearly 40 entries so far. The meeting J. Goodhew's Alfa Romeo, Gordon Parker's very fast blown Jaguar, Ken Downing with his Healey and Connaught sports-cars, and G. H. Grace's rapid Riley. The meeting starts at 2 p.m.

COMING ATTRACTIONS

September 21st-22nd. M.G. Car Club Rally.

September 22nd. M.A.C. Shelsley Walsh International Hill-Climb. Start 1.30 p.m.
Maidstone and Mid-Kent Speed Trials, Gravesend Airport. Start 2 p.m.
Peterborough M.C. Race Meeting Silverstone. Start 1.30 p.m.
Grimsby M.C. Night Trial.
Mid-Derbyshire M.C. Night Trial

September 22nd-24th. Scottish S.C.C. Heather Rally. Start Glasgow and Edinburgh
Sunbeam-Talbot O.C. Rally, Scarborough.

September 23rd. Aero-autodrome G.P. (F.2) Modena, Italy.
Tyrolene Rally, Austria
Half-Litre Club Members' Race Meeting, Brands Hatch. Start 2 p.m.
Vintage S.C.C. Hill-Climb, Prescott. Start 1 p.m.
W. Essex C.C. Rally, Boreham Airfield
W. Hants and Dorset C.C. Knott Cup Trial, Bovingdon, Dorset.
Eastern Counties M.C. Speed Trial, Suffolk
Furness District M.C. Trial. Start 1 p.m., Concle Inn, Rampside, Harrow, Lancs.

September 28th/30th. East Anglian M.C. Clacton Rally.

September 29th. B.A.R.C. Goodwood International Race Meeting.

SOUTH CAERNARVON'S BIRTHDAY RALLY

REGULATIONS have been issued for the South Caernarvonshire M.C.'s First Birthday Rally, to be held on 6th and 7th October. This is an invitation event with a road section of about 250 miles, ending at Criccieth with final eliminating tests. Classes are for open and closed cars of up to, and over 1,500 c.c., and the Midland M.C., Rhyl and District, and Severn Valley Clubs are invited to take part.

The entry list will close by 4 p.m., 24th September (next Monday). Secretary of the Meeting is D. A. Thomas, National Provincial Bank, Aberystwyth, near Pwllheli, Caernarvonshire.

HARROW SNAKES AND LADDERS

THE Harrow Car Club will be holding a "Snakes and Ladders" Social Competition on 7th October, to which members of the Cemian C.C. are invited. The competition starts at 2.15 p.m. from the Red Lion, Potten End, near Berkhamsted, Herts. Entry forms can be obtained from L. V. Needham, of 52, The Highway, Stanmore, Middlesex.

SINGER O.C. TRIAL AND DRIVING TESTS

A CLOSED Main-Road Trial will be held by the Singer Owners' Club on Sunday, 30th September. Competitors rally in the morning at Amersham, Bucks., then set off on a 40-50-mile course to Mount Farm, an aerodrome at Ditchester, Oxon, where driving tests will be held in the afternoon. Scene of the start, at 10 a.m., will be the King's Arms Hotel, High Street, Amersham.

The Singer O.C. continues to grow, and new centres are being formed in various parts of the country. In the North, Don Chadwick, Ken Prior and "Bing" Crosbie have already made a start. Don's address is "Malvern", Oakenbank Road, near Heywood, Lancs. In the Lincolnshire area John Coney of Stocks (1929), Ltd., Wide Bargate, Boston, Linco., is interested in starting a branch of the S.O.C., and enrolls new members practically every day.

In the West Mr. and Mrs. John Merrey, 47, Heather Road, Newport, Monmouthshire, are keen to make a move and would welcome contact with other Singer owners, while on the South Coast Mr. H. Harvey, of 79, East Street, Shoreham-by-Sea, Sussex, would like to hear from those interested in a localized branch of the club. Less well catered for at the moment are the Midlands, where someone willing to be an organizer is needed.

NORTH LONDON "POINT-TO-POINT"

THE "Point-to-Point" contest held by the North London Enthusiasts' Car Club on 9th September was won by J. M. Ramsey, with P. J. Haffenden as runner-up. K. B. Rawlinson took a first-class award.

ASTON MARTIN RALLY AND DRIVING TESTS

THE A.M.O.C. are arranging another Rally at the aerodrome at Charnock Down, Swainswick, near Bath, on 30th September. This will be no chassis breaking adventure, but an informal "get-together" affair, beginning at 11.30 a.m.

More Club News on Page 384.

CLUB FIXTURES

Bentley D.C. (Mid-West).—Noggin and Natter, 22nd September. George Hotel, Amesbury, Wilts, from 6.30 p.m.
Noggin and Natter, 23rd September. Cotswold Country Club, Brockhampton Park, Andoversford (after V.S.C.C. Prescott).

Brent Vale M.C.—Treasure Hunt, 23rd September. Start Norwood Green, Southall, 3 p.m.

A.C. O.C.—Meeting and Talk, 26th September. Barley Mow, Horseferry Road, S.W.1.

Vintage S.C.C.—"Last Thursday" meetings, 27th September. Jolly Farmers, Enfield Road, Enfield; Smoker Inn, Plumley, near Northwich, Cheshire; Crescent Hotel, Ilkley, Yorks.

Aston Martin O.C.—"Last Friday" meeting, 28th September. Whyte Hart Hotel, Bletchingley. 7.30 p.m.

The London Rally—continued

D. O'M. Taylor's and Appleyard's Jaguars made best times. From Birdlip the route ran via Cirencester to Star Farm near Tetbury, Gloucestershire, where two further special tests followed. After Tetbury, the next control, more map-reading followed in the Cotswolds, few competitors losing marks. Next was what the Road Book described as "Ye pilgrimage to ye olde Englishe Villages" with route checks at Guiting Power, North Piddle, Clifford Chambers and a control at Bishops Itchington. Although few surviving competitors lost marks on this section this cross-country journey required skilled navigation. Thence via Aston Rowant route check to the final control at Cranford, where 34 competitors checked in within the time limit of one hour's delay, having completed 595 strenuous miles of motoring.

Ian Appleyard, his navigator, Gordon Wilkins, and their XK120 were the only entry to finish without loss of marks. Next came C. Whitehall and his Bentley with eight marks lost, and Harper (Hillman Minx) with 12 marks lost. No team finished complete, the team prize going to the two finishers with least marks lost.

The organization of this event, in the hands of "Golf" Imhof, his wife Nina, and Ian Mackenzie, had been outstandingly good throughout, and an even better "repeat" is hoped for next year.

THE MENDIP PETIT PRIX

LAST Saturday's Petit Prix at Castle Combe was run off successfully by Dick Caesar and the merry men of the Bristol M.C. and L.C.C. Although entries were small, this was amply made up for by the enthusiasm of everyone present.

From a Le Mans start Jack Marsh's 4½-litre Invicta soon found its way through to the front, although Eardley's XK120 led the first lap. Considerable amusement was caused at the plug changing pit when a certain competitor tried to start his engine while his mechanic was still tightening up two plugs. The latter's shouts were clearly audible several pits down the line!

The club hold out hopes that, for next year's Petit Prix, it will be possible to send invitations to other clubs to enter teams. It is felt the "Prix" would be just up the Vintagenis' street.

RESULTS

Best Performance: J. Earle Marsh (4½-litre Invicta), time 409 secs

1,100 c.c. Class: J. Rex (Morris Minor tourer), 758 secs.

2,000 c.c. Class: V. H. Puddy (TC M.G.), 605 secs.

Over 2,000 c.c. Class: J. Earle Marsh (Invicta)

Team Award: D. V. Eardley (Jaguar), J. N. Dobbs (M.G.), V. H. Puddy (M.G.).

M.C.C. SPORTING TRIAL

THE M.C.C.'s invitation Sporting Trial will take place on 20th October and the following clubs are eligible to compete: NW. London M.C.; Lancs and Cheshire C.C.; Lancs A.C.; Yorks S.C.C.; M.G.C.C.; Sheffield and Hallamshire and West of England M.C. Regulations are available from the M.C.C., or from secretaries of the invited clubs. Entries close on 29th September.

THE BRIDLINGTON RALLY

(15th-16th September)

RESULTS

Best performance of the Rally: P. L. Chapman (Mercury Special).

Best, up to 1,500 c.c.: P. Bolton (1½-litre M.G.).

Best, over 1,500 c.c.: A. Slater (Jaguar XK120).

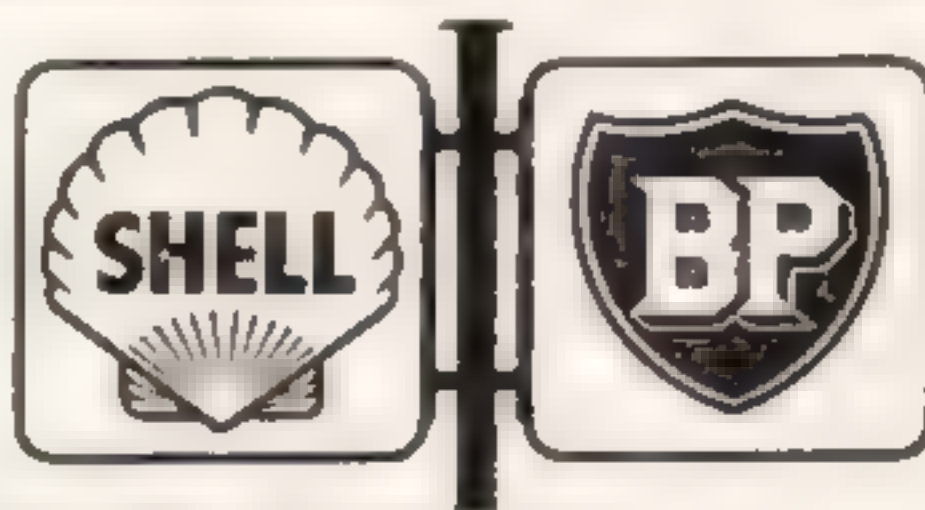
Best, Specials' Class: P. L. Chapman (Mercury Special).

Class 2: H. Mason (H.R.G.).

Class 3: A. W. Stephenson (Wolsley 6/80).

Novice Award: K. F. Gerrie (Austin A40).

Team Prize: B.A.R.C. Team: P. Bolton, H. Mason and J. Richmond.



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News from the Clubs—continued

A.C. OWNERS AT REDHILL AGAIN

THAT active and progressive body, the A.C. Owners' Club, held its annual Driving Test meeting at Redhill Aerodrome on Sunday, 16th September, with an entry of 37 cars from amongst its own members and those of the invited clubs—Fiat 500, Aston Martin Owners', Southern Jowett, Citroën, Frazer-Nash Section of V.S.C.C., Singer Owners' and Lancia. Following the popularity with competitors of last year's experiment, the meeting again took the form of one long and comprehensive test, each driver being given two runs.

The test itself involved starting up a slope without damaging a matchbox placed behind the rear wheel, tight circles round a pylon, reversing into a garage, a wiggle-wobble, some reversing to stop astride lines at various angles and—a subtlety which baffled many—putting the nearside front wheel through a seven-inch circle while negotiating a fast curve between two of the individual features.

B. Watridge (A.C.O.C.), driving a Ford Special, put up best time among the first runs in 1 min. 56½ secs., with Paul Pulver (Lancia) a mere fifth of a second behind in his Aprilia. In the second runs E. G. Walsh (S.J.C.C.) took his Javelin round so briskly that there seemed to be little prospect of anyone improving upon his time of 1 min. 51½ sec. And so it proved, although Pulver got down to 1 min. 53½ secs., and L. T. Cornish (S.O.C.) recorded 1 min. 55½ secs. in his much coveted H.R.G. Throughout, the organization did not falter and, in short, a pleasant time was had by all.

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Second Class Award and Best A.C.O.C. Member driving an A.C.: L. D. Inwood (A.C.O.C.), A.C.

Second Class Awards: A. S. Bennett (S.O.C.), Singer; J. G. Smithson (Fiat 500), Fiat.

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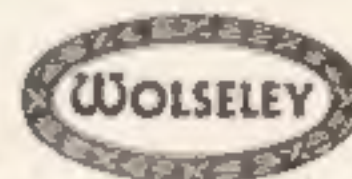
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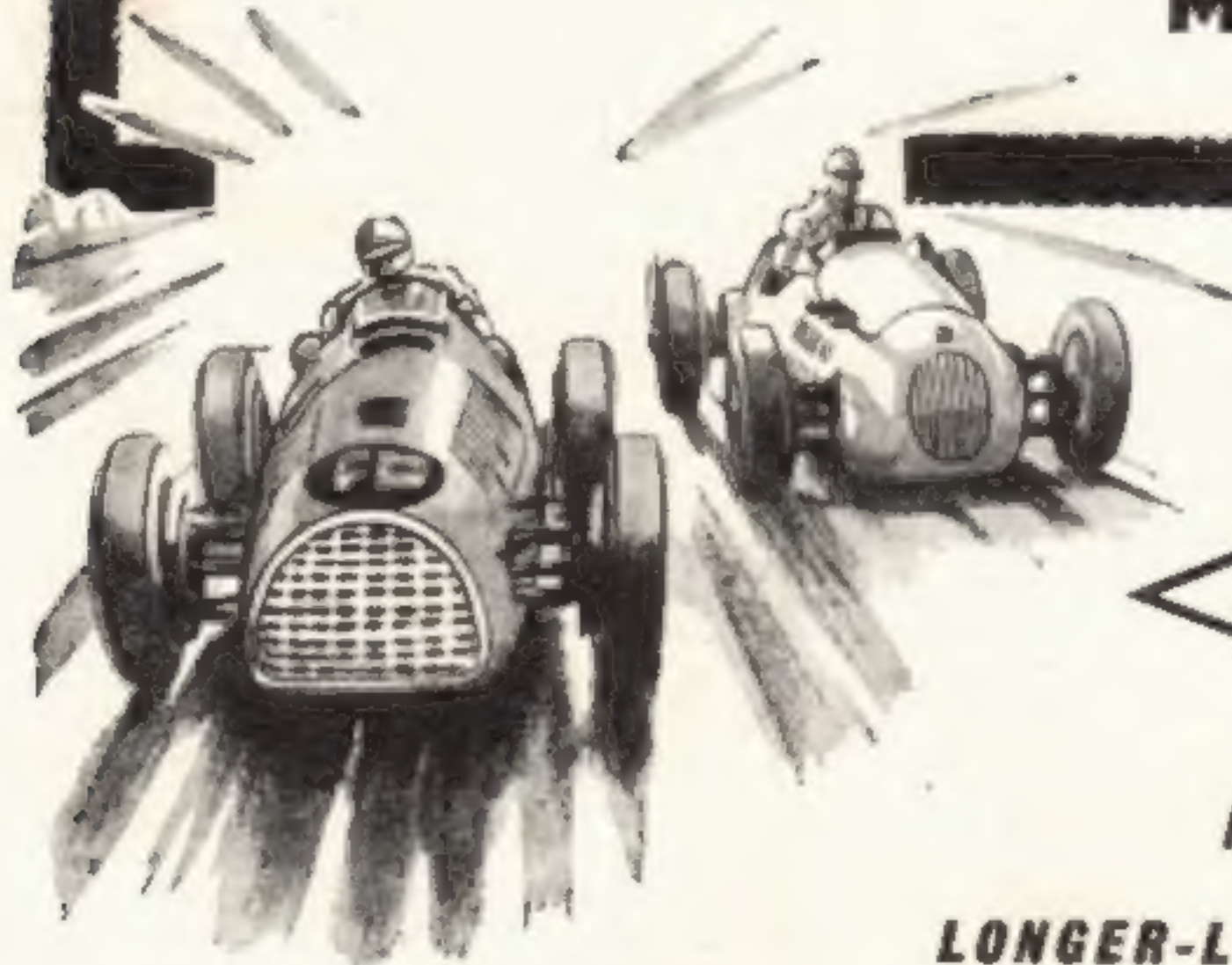
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